

[FE-28-98](#) (document link)

SUMMARY FOR FE-28-98:
SELECTED AND POSSIBLE CONTRIBUTING FACTORS

SELECTED FACTORS

Railroad: Chicago Central & Pacific Railroad Company (CCP)

Location: Cicero, Illinois

Region: Region 4

Month: October

Date: 10/26/98

Time: 8:55 a.m., CST

Data for Fatally Injured Employee(s)

Locomotive Engineer

42 years old

18 years of service

Last rules training: May 1998

Last safety training: June 1997

Last physical: June 1997

Re-certification date: July 1997

Data for All Employees (Craft, Positions, Activity)

Craft: Transportation

Positions:

Train GCG1CH-25

Locomotive Engineer

Conductor

Yard Employees

Carman/Hostler

Director of Rules & Operating Practices for CCP and Illinois Central Railroad Company (IC)

IC Supervisor of Locomotive Engineers

Train Dispatcher

Activity: **The Locomotive Engineer and Conductor were going off duty, while the Carman resumed switching.**

SUMMARY FOR FE-28-98 CONTINUED

POSSIBLE CONTRIBUTING FACTORS

EVENT

A Locomotive Engineer was fatally injured when struck by a 3-unit locomotive consist being switched by the Carman.

PCF No. 1

The incident occurred as the Locomotive Engineer, who was going off duty, walked across the tracks from the yard office to the parking lot. Distracted by waving to a company official, she failed to maintain vigilance on the tracks.

PCF No. 2

The Carman sounded the horn twice and rang the bell continuously on the controlling locomotive GTW 6222 (in compliance with railroad operating rules), but failed to ring the bell or display the headlights and ditch lights on the leading locomotive GTW 6202 on the point of the shoving movement (in non-compliance with railroad operating rules).

PCF No. 3

The railroad failed to establish procedures to provide protection for employees traversing the crosswalk between the yard office and parking lot.

REPORT: FE-28-98

RAILROAD: Chicago Central and Pacific Railroad Company (CCP)

LOCATION: Cicero, Illinois

DATE & TIME: Oct. 26, 1998, 8:55 a.m., CST

PROBABLE CAUSE:

The Engineer, momentarily distracted by waving to a company official while fouling the track, failed to maintain proper alertness of her surroundings and was fatally injured when struck by a 3-unit locomotive consist in a switching move.

EMPLOYEE: Occupation: Locomotive Engineer

Age: 42 years

Length of Service: 18 years

Last Rules Training: May 23, 1998

Last Safety Training: June 24, 1997

Last Physical Exam: June 25, 1997

Re-certification Date: July 21, 1997

CIRCUMSTANCES PRIOR TO THE ACCIDENT

All times listed in this report are Central Standard Time (CST). The Locomotive Engineer and Conductor, assigned to Chicago Central and Pacific (CCP) Train GCG1CH-25, reported for duty in Waterloo, Iowa, at 9:30 p.m., Oct. 25, 1998. Both employees completed their statutory off-duty periods. Train GCG1CH-25, comprising five locomotives and 75 hopper cars loaded with grain, departed Waterloo, Iowa at 10 p.m., and was destined for Hawthorne Yard (milepost 8.9) in Cicero, Illinois in the Freeport District.

The Carman, assigned to the CCP mechanical department, reported for duty at Hawthorne Yard at 7 a.m., Oct. 26, 1998. His first assignment was to bleed the air reservoirs of the rail cars on Tracks Nos. 1 and 3. The Carman then walked to the lead track to air test a train. After he completed this task, he returned to the yard office at approximately 8:30 a.m.

Train GCG1CH-25 arrived at milepost 10, just west of the Hawthorne Yard at 8 a.m., Oct. 26, 1998. The Crew was instructed by the Train Dispatcher to cut off three locomotives, leave the two trailing locomotives (GTW 6010 and GTW 6018) attached to the 75-car grain train at milepost 10, and operate

locomotives GTW 6222 (lead), GTW 6209 (middle), and GTW 6202 (trailing) into the Hawthorne Yard. Additionally, the Crew was also instructed by the Train Dispatcher to wait for CC Train I-12 to clear its location before entering Hawthorne Yard.

The accident occurred in a section of Hawthorne Yard designated as a locomotive servicing area. The servicing area comprised three tracks: the middle track from the yard lead to the end of the track; the fuel track from the switch off Track No. 2 to the end of the track; and the stub track from the switch off the fuel track to the end of the track. The tracks in the locomotive servicing area were tangent and under the exclusive control of the mechanical department. The Hawthorne Yard office was located north of the fuel, middle, and lead tracks, and south of the two main line tracks.

According to the Conductor, the Crew moved the three locomotives through Hawthorne Yard and left them unattended on the middle track in the locomotive servicing area, just outside the yard office. As the Crew was pulling into the middle track, they coupled onto GTW 6802 and GTW 5804. The Conductor got off of the 3-unit consist and released the locomotive independent brakes on the two locomotives (GTW 6802 and GTW 5804) before the Crew shoved the entire consist in the clear. The two locomotives were to be used for yard switching later. The Crew detrained, and, at approximately 8:30 a.m., entered the yard office. The Engineer was to return to Waterloo, Iowa by van, and the Conductor was scheduled to remain in town. The Carman left the yard office at 8:40 a.m. and walked eastward to the 5-locomotive consist on the middle track. The Carman boarded GTW 6222 (the middle unit of the five) and moved the consist further east on the middle track to clear the crossover switch. He then got off GTW 6222, walked back to align the two switches, and returned to uncouple GTW 6222 from GTW 6802. He re-boarded GTW 6222. Additionally, while the Carman was performing these movements, CCP Train I-12 was moving east on the lead track, and transportation had arrived for the Engineer and Conductor.

GTW 6222 was on the east end of a 3-unit locomotive consist, with the Carman occupying the Engineer's seat on the south side of the middle track. The Carman positioned the seat to enable him to preview his movement in a westward direction out the rear window of the locomotive. At 8:54 a.m., the Carman initiated a reverse movement, shoving GTW 6209 and GTW 6202 from controlling locomotive GTW 6222. During this shoving movement, GTW 6202 was in the lead and unoccupied. The consist traversed west to northwest to west again and through the crossover switches toward the yard office. The Carman stated that he sounded the horn twice and rang the bell continuously on the controlling locomotive, GTW 6222, but did not ring the bell nor display the headlights or ditch lights on the leading locomotive (GTW 6202) on the point of the shoving movement.

The weather was sunny and calm, and the temperature was 60° F.

THE ACCIDENT

The Engineer exited the yard office and stepped directly across the fuel track on her way to the parking lot, where she stopped to wait for the eastbound freight train to pass on the lead track. She was wearing prescription eye glasses and carrying a duffel bag over her left shoulder and another bag in her left hand. The Engineer briefly stood between the middle track and just south of the fuel track, facing south towards the parking lot. She made eye contact with the Director of Rules and Operating Practices for the CCP and Illinois Central Railroad Company (IC), who was standing in the parking lot at the bottom of the crosswalk, through the various car configurations that passed between them. The Engineer leaned over slightly and waved with her right hand at the Director. The snow plow on GTW 6202 struck the Engineer and dragged her along the outside of the south rail of the fuel track, crushing her between the snow plow and the outer portion of the locomotive's fuel tank.

The Carman stopped the locomotive consist when he observed what he thought was a grip (duffel bag) falling from the leading locomotive in the shove, GTW 6202. When the movement came to a stop, the consist had traveled 90 feet beyond the point of impact. The Engineer's body was lying 36 feet from the point of impact, face down on its right side, against the outside of the south rail of the fuel track and between locomotives GTW 6202 and GTW 6209. The Director stated that the sound of the bell ringing on the approaching locomotives could be distinguished clearly over the noise of the passing train just prior to the Engineer being struck. Because the Director was prevented from providing immediate assistance to the Engineer by the movement of the eastbound train, he ran back to his car and attempted to call for help. The Conductor, who was standing in the yard office, saw the Engineer being struck and requested that the IC Supervisor of Locomotive Engineers (SLE) call 911. The SLE immediately called 911 from the yard office. After stopping the movement, the Carman got off the controlling locomotive and went to the rear of the consist. He was followed by the Conductor who ran outside and around the now stopped locomotive consist to the body. The Cicero Fire Department Paramedics were first to respond, followed by the Cicero Police Department. The Paramedics examined the Engineer for vital signs and confirmed there were none. Cicero Police Department records indicated they had received the 911 call at 8:56 a.m. The Cook County Medical Examiner arrived on the scene and pronounced the Engineer dead at 10:45 a.m.

POST-ACCIDENT INVESTIGATION

The Carman stated that he was moving the locomotive consist to the fuel track solely to provide access to GTW 6802 and GTW 5804 for a Yard Switching Crew. The Carman stated that he never saw the Engineer standing near the track as he moved the consist through the crossover switches.

Since the movement was within the confines of a locomotive servicing area, the Carman was not required to possess a Locomotive Engineer's certificate. However, the railroad was required to provide training for the operation of locomotives. The Carman stated that he received two weeks of training three years ago when he entered service for the CCP. The Carman also stated that when he routinely operated locomotives from the middle track to the fuel track, they were previously set up as the controlling locomotive. This routine resulted in a reverse movement and/or a leading end movement. The Carman's Federally mandated post-accident toxicological testing was negative. The

Cook County Medical Examiner's office lists the cause of death as multiple internal injuries. It was determined that the 3-locomotive consist was operating at a recorded speed of 5 mph at impact.

APPLICABLE RULES

***Illinois Central/Chicago Central & Pacific
Operating Rules***

***First Edition
Effective Date Not Shown***

Rule 409: RINGING ENGINE BELL. Ring the engine bell before moving, except when part of momentary stop and start switching movements. Bell must be rung while approaching and passing roadway workers, tunnels, and highway/rail grade crossings.

410 (5): SOUNDING WHISTLE. ooo When stopped, back up. Acknowledgment of hand or radio signal to back up.

HEADLIGHT DISPLAY. Turn the headlight on bright at the front of every train. Ditch lights, if available, must be on whenever the headlight is on bright. Engines working in yards will have headlight displayed at all times; however, the light may be extinguished on the end coupled to cars.

HANDLING CARS AHEAD OF ENGINE. When cars or engines are shoved and conditions require, a Crew Member must take an easily seen position on the leading cars or engine, or be ahead to direct the movement. Cars or engines must not be shoved to block other tracks until it is safe to do so.

***Maintenance of Equipment
Safety Rules
Effective Date Not Shown***

ME-840: Display headlights in the direction of movement when proceeding in the Locomotive Servicing Area.

***General Transportation Department
Safety Rules
Effective Date Not Shown***

T-60: Employees must:

- (a) Expect the movement of trains, locomotives, or cars at any time, on any track, and in either direction.

- b) Keep a sharp lookout in both directions for approaching equipment, when it is necessary to walk or work on track.
- c) Look in both directions to make sure that a locomotive, car, or train is not approaching before stepping onto or crossing tracks.
- d) Allow trains, locomotives, or cars to pass a safe distance before crossing tracks.
- e) Keep a safe distance from the ends of standing cars or locomotives when going around them to cross the tracks.
- f) Make sure that the way is clear when walking out of doorways, around corners, or around obstructions that require you to go on or across the tracks.
- g) Keep a careful lookout for obstructions, holes, openings, ground irregularities, etc., to prevent tripping, slipping, falling, or turning an ankle.
- h) Keep a safe distance from passing cars or locomotives to avoid falling objects and projections on trains.

T-70: Employees must not:

- 1) Walk, stand, or be foul of tracks, except when required in the performance of their duties.
- b) Walk or step on the rail, frog, switch, guard rail, interlocking machinery, or connections.
- c) Walk or stand between the rails of a track except when required in the performance of their duties.
- d) Cross tracks immediately in front of moving equipment.
- e) Sit on rails, the end of ties, bridge railings, or any part of the track structure.